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Only communications relating to the news column should be addressed to the Editor. Correspondents must forward their names and address with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted. (In case for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, 40, 41 & 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

The Daily Press.

HONGKONG, FEBRUARY 1st, 1907.

When a good deal of concern was being felt over the shocking fate of mission women in certain massacres, we ventured to ask male missionaries to lend their support to that public opinion which deprecates the presence of foreign women and children in unprotected districts of China. Beyond seeing our comments reprinted with approval in various newspapers in the Far East, we never learned that any good purpose had been served by our well-meant and certainly timely suggestions; and we were left to think that the male missionaries in China were too selfish for their own comfort to manifest any interest in what seemed a humane precaution. The subject is revived for us by the appearance of "Ways that are dark," a book just published for the Rev. W. GILBERT WALSH by Messrs. KELLY AND WALSH, LIMITED, a book primarily written for the guidance of missionaries newly arrived in China. To any one at all interested in China, the book has its own fascination, and to those for whom it is specially intended, provided their zeal for instructing others permits them to realize the necessity of attending upon instruction, it should be particularly helpful. It should, to paraphrase ROBERT BURNS, from many a blunder free them, and foolish indiscretion. The Rev. Mr. WALSH does not, of course, associate himself with our

opinion that only male missionaries should be admitted to the China field, but he does, in plainer and vastly more expressive terms, indicate what may be expected, apart from massacres and hideous cruelties, to follow the intrusion of women. "The presence of foreign ladies in country districts," he remarks, "where the people are very conservative and altogether unacquainted with foreign ways, is so inexplicable to the natives that such visits should be conducted with the utmost caution and scrupulous regard to decorum." He means Chinese decorum, and makes it quite plain that unless they seclude themselves and generally demean themselves like native women they cannot avoid horrid misconceptions. To be safe, in fact, they would have to forego the work they do, so that against his will we may claim the author as being in effect on our side in this matter. "It is open to question," he says, "whether such visits are at all advisable in the present condition of China, and whether the good attained is not counter-balanced by the ill effects which sometimes follow; but, seeing that female missionaries are to be found already in most of the provinces, the only thing which can be attempted is to suggest prudent methods, in connection with a condition of things which is not contemplated in the etiquette of the Chinese." There are other things which might be attempted, surely; including a revision of treaties to which no Chinese objection would be likely; and the immediate recognition and admission by all concerned that inland China is no place for women. The author tells us that female missionaries "have little conception of the ideas which are entertained about them, or the language which is applied to them behind their backs, even by those who may seem to offer them a smiling welcome." It is evident that Mr. WALSH knows, and fair to assume that other male missionaries are equally well informed, and this reflection leaves us to think none too well of the married missionary whose conception of self-sacrifice for his principles permits him to retain, under such conditions and risks, the comforts and pleasures of conjugality. With a perpetual emphasis of sex about them, we read that female missionaries often "rather prefer an audience of males," as being more attentive. It is distinctly unpleasant to speculate as to the explanation of this excessive masculine interest; but much may be hinted in a book like the Rev. Mr. WALSH's that would be considered out of place in a newspaper. We may quote in conclusion:

"It is awful to contemplate what may be the popular verdict on a young and inexperienced girl more especially when the judges are Chinese men and women, and these of the most ignorant and conservative class, whose minds have been filled with abominable legends against foreigners, and who are prepared to confirm by their own experience all that they have heard, and perhaps make some contribution to the sum of calumny by original investigation on their own behalf."

And when, as has so often happened, a swarming occurs, and the passions of the mob have been aroused, the world shudders at the manifestations of the ideas entertained by the Chinese and unwittingly fostered by their victims.

The Chinese Department of the Hongkong Y.M.C.A. has now a membership of 200.

Singapore and district subscriptions to the China Famine Relief Fund have reached about \$27,000.

The police have been very busy of late among gamblers. On Wednesday nearly 100 coolies were brought before Mr. Hazland.

Hongkong is being provided with a brewery, which is under construction at Wong-nai-cheong. Brewing will be commenced very shortly.

Two bluejackets from the Austrian cruiser Kaiser Franz Joseph were yesterday at the Magistracy convicted of disorderly conduct and fined \$3 each.

The local branch of the Nursing Association has decided to accept the Government proposal to provide quarters for the nurses adjoining the Government Civil Hospital.

The hall of the Catholic Union was again crowded on Wednesday night when the final performance of "Aladdin" was given. Among the audience were noticed H.E. Wu Ting Fang, Mr. Fung We Chan and the commander and officers of the Portuguese gunboat "Rio Lima" who were accompanied by their Consul-General, Senhor Conselheiro Romano and his Vice-consul, Senhor Lofira.

H.E. the Governor was "at home" yesterday afternoon at Government House, and though the weather was cold there was a large and distinguished assemblage. This being His Excellency's first "at home" since his return, he was the recipient of cordial congratulations on his restoration to health. The company were entertained in the style which has characterized Government House functions since Sir Matthew had charge of its destinies, and a pleasant two hours were spent.

Some of the final ties of the four bowling competitions, which have been unconsciously protracted, will be played off at the Kowloon Club's greens on Saturday afternoon, when, we understand, there is also to be another of the tea parties formerly such a popular feature at this Club.

Preparations are being pushed forward for the reception of the Royal visitors next Wednesday. The statue of the Duke of Connaught has been brought from retirement and now adorns the approach to Blake Pier. The statues of the King and Prince of Wales are in position beside that of Queen Victoria.

A Scottish piper, who (writes a South Africa correspondent), to the delight of the Caledonians on the diamond fields at Kimberley, was celebrating the victory of his compatriots over the Springboks by playing "Cook o' the North," had his instrument ripped open by some irate colonial, and was threatened with arrest by a policeman for committing a nuisance.

Sixteen steamers are now being built at the Mitsui Bishi Yard at Nagasaki and the Kawasaki Dockyard at Kobe, with a bounty granted according to the Shipbuilding Encouragement Law. The tonnage of these steamers aggregated 54,000 with 23,500 horse power. A steamer of 13,000 tons, which is to be fitted with turbine engines, for the Toyo Kisen Kaisha, is among the number.

His Excellency The Governor will hold a reception at Government House to meet T.H.E. The Duke and Duchess of Connaught on Wednesday, February 6th, at 10 p.m., and has the honour to request the company of those who received invitations to Government House for the 15th November last. Invitations will be sent to those who have arrived in the Colony since that date and have already written their names in His Excellency's book.

In East Java, a Chinese secret organization, known as the Three Finger Society, is giving great trouble. It organizes faction fights, and even resorts to murder. The police are baffled by its underground methods, and cannot find out the meeting places of the society. Witnesses against the society are hard to get. Reporting suspected members is of no avail. Netherlands India is so extensive that deportees can easily come back and reside at distant spots, without the knowledge of the police.

A Victoria (B.C.) telegram tells the following quaint story. A Victoria woman, a Manchou banner woman, married to an Englishman, formerly an officer of Gordon's army, who suppressed the Tai Ping revolution, has made claim to the throne of China. The lady, unwilling to make public her name lest relatives be assassinated at Peking, has addressed petitions to the British Government, asking that her claim be taken up with China. She claims to be a direct lineal descendant of the third Duke of Chou, and as such, has a right to the throne of China, prior to that of the Empress Dowager. With her husband family she has been living here for twenty-one years, since they came from Peking, where a younger brother who, she says, is next in line to herself to China's throne, is residing.

The expedition to the Holy Land for the purpose of barrelling large quantities of water from the River Jordan and sending it to New York, for distribution throughout the country, has been successfully finished despite many difficulties. The first consignment left Jaffa on November 15th on the steamer Syrian Prince. It consisted of fifty casks, each having a capacity of 600 kilos (about 634 quarts). Colonel Clifford Nadand, president of the International River Jordan Company, declared that extraordinary precautions were taken to insure absolute cleanliness and purity by boiling the water before it was put in the casks on the spot where St. John is said to have baptized Christ. Colonel Nadand said: "Few Americans know that it has been the habit for centuries of the royal families of Europe to baptize in Jordan water."

Prince Von Buelow, the Chancellor of the German Empire, departed from all precedent at the Banquet of the Colonial Political Executive Committee, by delivering a regular electioneering speech ten days ago. He stated that if the decision of the electors was in favour of International Social Democracy they would injure the prestige and Imperial peace of German people. The Prince regarded the events of December 12th as the turning points of the national life, because they had now witnessed the union of the Conservatives and Liberals for the defence of the Colonies, and thus had been set a precedent to be acted upon when the time came for them to deal with other great national issues. It was narrow egotism that induced the Centrist Reactionaries to join the Socialists, and through despotism and arrogance, the Socialists had sought to choke the co-operation of the Conservative and Liberal parties, which co-operation would bring about positive reform. In conclusion, Prince Von Buelow asked: "How long will this slavery among the millions of German workers be endured?"

There are people to whom it is a penance to listen. There are the bores who for their sins against society ought to be imprisoned and condemned to listen in perpetuity to each other's discourses. But, after all, there are few Social intercourse suffers far more from the fact that too many want to talk and too few are willing to listen. Conversation under such conditions ceases to be a pleasant method of exchanging ideas and becomes a struggle for supremacy.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## AN INTERESTING JUDGMENT.

LONDON, January 31st.  
Judgment has been given against the Mutual Life Insurance Company.

## THE KINGSTON INCIDENT.

LONDON, January 31st.  
Sir James Swettenham, Governor General of Jamaica, has offered to resign.

## ROYAL MOVEMENTS.

LONDON, January 31st.  
King Edward and Queen Alexandra are going to the South of France on Saturday.

## OBITUARY.

LONDON, January 31st.  
Sir Michael Foster is dead.  
(Sir Michael Foster, K.C.B., who was born in 1836, became Professor of Practical Physiology at University College, London, in 1868 and Professor of Physiology, Trinity College, Cambridge, the following year. He was President of the British Association in 1899. His other appointments were: Professor of Physiology, Cambridge, 1892-1903; Secretary of Royal Society, 1891-1903; M.P. for London University, 1900-3.)

## THE JAMAICA EARTHQUAKE.

LONDON, January 31st.  
A public meeting has unanimously condemned the Jamaica Government.

## WHITELEY BEQUESTS.

LONDON, January 31st.  
Mr. Whiteley has bequeathed £1,000,000 for the provision of almshouses.

## MURDER OF MR. WHITELEY.

LONDON, January 28th.  
Mr. Bayner, the murderer of Mr. Whiteley, is admittedly an illegitimate, whose paternity is doubtful. The police are positive that he tried to blackmail the late Mr. Whiteley.

## THE NEW CHINA SOCIETY.

LONDON, January 28th.  
Sir Charles Hobhouse, and the Under Secretary for India attended the meeting of the newly formed China Society, at which a distinguished gathering was also present. The Chinese Minister delivered an address. He said that a popular element of the Chinese Feudal constitution showed that a democratic constitution, resembling that of the British, existed in China 3,000 years ago, and that the germs of this democratic tradition still existed. He gave a tribute to the Emperor for his far seeing penetration in issuing the recent reforms, and hoped earnestly that the good understanding between Great Britain and China would grow stronger. Mr. Brennan then read a translation.

Sir Ernest Satow, speaking at Cambridge, said that China was not craving for the spiritual side of European civilization, and that Missionary interference with civil matters was largely responsible for massacres.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 31st at 11.55 a.m.—The barometer has fallen over E. Japan and N. China, and risen over W. Japan and S. China.

The depression over Japan is moving N.E. and approaching the neighbourhood of Hakodate. The area of high pressure remains over Central China.

Gradients are easier on the China coast, and the monsoon will moderate in the Formosa Channel. Over the China Sea they remain steep and N. and N.E. gales will continue to prevail.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. winds, moderate; fair.  
N.E. winds, strong to moderate.  
Formosa Channel... Same as No. 1.  
South coast of China between Hongkong and Lamook... N. winds, fresh.  
South coast of China between Hongkong and Hainan... fresh.

## SUPREME COURT.

Thursday, January 31st.

## IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGOTT (Chief Justice).

CHUNG SHUNKOO'S AFFAIRS.  
Another decision was delivered in this bankruptcy, the Lordship holding that the costs of the motion to rescind the order given to Ho Tung to amend his proof must be borne by him. The motion of the trustee calling upon certain creditors to substantiate their claims must be borne out of the estate, also the motion of the trustee calling a meeting, and his motion to restrain the sale of the furniture must be costs of the bankruptcy. His Lordship did not feel justified in calling upon Mr. Ho Tung to pay all these costs.

## A KOWLOON FAILURE.

Re H. H. Mathewy ex parte the debtor.  
Mr. E. J. Grist (of Messrs. Wilkinson and Grist) who appeared for the debtor presented a debtor's petition and informed his Lordship that Mr. Mathewy had been unable to file an affidavit of assets by reason of his being in hospital, but there was a distraint at the present time on his premises. They were very large premises, containing a great deal of furniture and the assets were estimated at \$12,000, the liabilities being \$23,000.

His Lordship—You want me to make an order without the full statement.  
Mr. Grist—Of course, my Lord, the debtor will have to file his statement of affairs. I know there must be a considerable amount of property there, but there is a distraint for eight months' rent, and an action pending for four months' rent.

His Lordship—Have you nothing to say Mr. Wakeman?  
The Official Receiver—I don't know that there will be anything left after the landlord has had his share.

His Lordship—What is the rent?  
Mr. Grist—\$1,200 a month.

His Lordship—And what is wrong with the debtor?  
Mr. Grist—Heart failure.

His Lordship—Can't he make his declaration?  
Mr. Grist—No, my Lord. This trouble has got on the man's mind very much.

His Lordship granted the application.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

AN OPIUM TRANSACTION.  
The Man Lung firm sued the Wing Fat Yuen to recover \$600, money advanced on a case of opium.

Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for plaintiffs and Mr. G. E. Morrell (of Messrs. Dennis and Bowley) for defendants.  
Mr. Dixon stated that the plaintiffs handed the amount claimed to the defendants on January 4th in part payment of a case of Putan opium, delivery of which case the defendants had since countermanded. The plaintiffs carried on business in Canton, but had a manager whose duty it was to buy goods and forward them on to Canton. On January 4th he entered into a contract with the defendants for the purchase of a case of opium, received an invoice from them and paid an amount of \$800. The goods, however, were not delivered.

His Lordship—Why were they not delivered?  
Mr. Morrell—Because they didn't pay up.

Mr. Dixon—That may be so. The goods cost \$245.82, and we only paid \$600.  
After hearing the evidence his Lordship allowed judgment for the defendants and costs.

## DEATH OF MR. F. J. MAITLAND, SHANGHAI.



## ANGLO-CHINESE DISTRICT SCHOOLS.

Yesterday morning Mr. E. A. Irving, the Inspector of schools, presided at the annual prize distributions of the Yauwatt, Saiyungpan and Wanwai School. There was a large attendance of scholars and their parents. The headmasters of the schools first read their annual reports.

Mr. Morris of the Saiyungpan School said:—"Mr. Irving, to-day is a 'Red Letter' day in the history of the school, as this is the first time that the prize distribution to the most successful students of the district schools has taken place here. The staff remains practically the same as last year, assistant masters and myself—except that there has been a change of probationers, and I take this opportunity of publicly thanking my assistants for their hearty co-operation in raising the school to its present flourishing condition, and in bringing the year's work to a successful issue. Great studies have been made in the attendance during the year under review. The number of new pupils admitted since last March is 142 and the average attendance which was 44 in 1905, has risen to 97, or an increase of 120 per cent. The highest monthly average was attained in October when it reached 106. At the entrance examination to Queen's College in February last, two of my boys were placed first and second. Similar to last year, the early morning hours were continued after the summer vacation and the series of excursions, which were then originated, have been continued. They have proved quite as successful and altogether number more than 30. They have included the most important factories and all the chief places of interest in the Colony, where it has been possible to go. During the summer bathing parties were arranged for the purpose of teaching swimming and many of the boys are now able to acquit themselves very creditably in the art.

"The examination in Hygiene held under the auspices of the Board of Education took place here in May, and of the four candidates from the staff of this school, two obtained first class certificates, one a second and one failed. In the football league we have not done well. Hitherto, there has been no ground available for practice, but latterly, the Inspector of Schools, interesting himself on our behalf, has secured the use of a piece of ground in the immediate neighbourhood on two days per week."

Mr. Curwen, of the Yauwatt School, followed.

"It is my good fortune to record substantial progress all round, and I think I may safely say that the erection of the school has proved a boon to Chinese parents and guardians in Kowloon who wish to give their children an education in English. Staff.—This has been increased by the arrival of Mr. Parkin, a trained certificated school master from home, otherwise there are no changes to record, and the work of the entire staff has been performed to my satisfaction during the past year. Fees and attendance.—Fees have increased from \$1,800 to \$3,555, practically an increase of 100 per cent and the average attendance has risen from 95 to 171, an increase of 80 per cent. The highest number is attendance was 218 in May and the lowest 95 in January. Empire Day was celebrated in the usual way and during the year excursions have been made along the track of the Railway, to the New Waterworks, etc. Hygiene.—The teaching of this subject has been continued during the year and the subject matter has been illustrated by experiments. Five masters gained hygiene certificates from the Board of Education in London, and five masters sat for teaching certificate in hygiene granted by the Royal Sanitary Institute, but the result of that examination has not been declared. Sport.—The boys take a great interest in the Football League but the results have not been commensurate with the amount of energy expended. Mr. Parkin has devoted much leisure time to training the boys, and possibly his efforts will bear more fruit in the near future. Before concluding I should like to point out that the question of enlargement will have to be considered shortly. As you are aware the school was built to accommodate 200 pupils and the average number paying fees during the last nine months has been 218. (Applause.)

Mr. Young Hoo, of the Wanwai School, said: "It is with much pleasure that I present my report for 1906. On the 1st January, there were 126 names on the School Roll. On re-assembling after the New Year vacation, 98 out of 126 former scholars returned, and 78 out of 81 new applicants were admitted, amongst whom were two free scholars from the Tunglungshan School, and six only were sent from Queen's College with admission cards. During the course of the year, 45 more new boys were enrolled, thus bringing the total number of scholars for the year to 216, being an increase of 18 upon that of 1905. Of these, 74 left during the year. The number on roll at the end of the year was 140. The school has been open on 231 days, and the average daily attendance was 145.5. No less than 21 boys registered the full attendance for the year. With one or two minor exceptions, the new syllabus has proved most successful, for at the entrance examination into Queen's College at Midsummer, many of the boys were able to gain admission into a higher class than they were in previously. Brushwork drawing has been taught as an additional subject, and very satisfactory and encouraging results have been obtained. Great spirit has been shown by the boys for this study. Simple physical exercises have also been taught during the cool season. They have proved very popular with the boys, and must have had a beneficial effect on their health

and physique. When the proposed new covered shed is built, more attention will be paid to physical training generally. The school made many excursions to various places of interest in the Colony during the past year, which have proved most instructive, and rendered valuable assistance to the teaching of local geography and English colloquial. At the beginning of the year, 4 boys from the school competed for the Queen's College scholarships, of whom three were successful. Two of them, however, succeeded afterwards in securing appointments as student interpreters, and only one of the successful competitors took advantage of the scholarships won. The school did not escape the disastrous effects of the typhoon of September last, as two of the brightest scholars lost their lives on that memorable day. The loss was deeply deplored by the whole school. Many more were withdrawn through their relatives being rendered destitute. The whole school responded with open heart to the call for assistance on behalf of the distressed with the result that over \$60 was subscribed towards the relief fund.

Mr. Irving then distributed the prizes, after which he said it was the school's loss that H. E. the Governor was unable to be present. Their regret, however, in this respect would be remedied up by the feeling of satisfaction that His Excellency was once more back in the Colony and restored to health and vigour (applause). The speaker regarded it as a great honour to have taken the Governor's place and remarked that it had been a pleasure to him to present the prizes to the scholars, especially when it came to presenting the splendid set of Shakespeare's works to Yung King-ohan of the Yauwatt school, the boy who did the best work in the three schools during the year. This was a magnificent prize, which any library might be proud of, and Mr. Irving hoped that the winner would take great care of his books. The speaker then proceeded to give his hearers some advice regarding the way books should be taken care of, remarking that the veneration the Chinese had for the art of writing was illustrated by the careful way in which they picked paper up containing writing and stored it away in boxes. In the west our veneration of the art could be seen by the way we took care of our books. Those who were successful in winning prizes should take great care of them and always be careful to wash their hands before using them. The speaker then went on to say that the expressions of good, very good and even excellent referred to about the schools were understood by the Government to be relative terms, and the boys should understand them in that connection. They had only begun to get a knowledge of English, and it was for them to say if they would increase that knowledge, thereby going along the road which led to Queen's College where they could continue their studies for three or four years. He had seen the work of the boys, and was able to say that some of them had a future before them if they continued their studies. China just now required hundreds, even thousands, of well-educated men, and in a few years she would want a greater number, but he could not say where they were coming from as those educated in the Colony now could only be counted in dozens. The inspector concluded by congratulating the master of each school on the successes which had been gained by their pupils.

Mr. Curwen proposed a vote of thanks to Mr. Irving for his attendance. This was carried by acclamation, and the proceedings ended by one of the small scholars reciting a verse of "God save the King."

## CANTON.

(FROM OUR CORRESPONDENT).

January 30th. CHINESE SHIPPING. CHIEF. Taotai Lai Kwai-shan has returned to Canton. He called on Viceroy Chou Fu yesterday and had a long interview. It is reported that the President and Vice-President of the Bureau of Posts and Communications have appointed Lai Taotai as deputy to inspect the railway and steamship navigation affairs in South China. He intends to raise capital to start a large steamship company which will run regular lines of steamers between the various ports in South China and foreign countries.

EIGHT PASSENGERS DROWNED. At about 2 30 p.m. yesterday while one of the Hongkong river steamers was approaching her wharf, the vessel, owned by the motion of her propeller capsized one of the new steam ferry boats in which there were eleven passengers, only three of whom were saved.

CANTON-HANKOW RAILWAY. In a previous letter I gave an account of the resolutions passed and adopted in a private meeting held at the Kwong Chai Hospital by the party of the nine charitable institutions. It is reported that the Nam Hoi aspietate has received instructions from the Viceroy to investigate the matter and to find out the names of all the persons who attended the meeting. It is said that Lan Chi-lung, who acted as vice-chairman at that meeting, has been arrested and is now detained in the magistracy.

PROPOSED BRIDGE. Taotai Lai Cheung-hing petitioned Viceroy Chou Fu requesting His Excellency to grant him authority to raise capital in Canton to build a company to build a bridge across the river between the Kwong Chai Hospital and Honam. He also submitted a prospectus of the proposed company to His Excellency, in which was stated that a royalty of 5 per cent would be paid to the Government out of the net profits earned by the company annually. The Viceroy is said to have sanctioned the request and added that the company need not pay the royalty of 5 per cent to the Government but to create a reserve fund with that money for the construction of other bridges.

CHINESE EXPOSITION. Viceroy Chou Fu received a cablegram from His Excellency Chao Er-hsun stating that the great warehouse for the exhibition of all China products and articles manufactured in the various provinces has been completed at Muen den and requesting His Excellency Chou Fu to forward all Kwangtung products and articles manufactured in that province as soon as possible.

## CHINESE LABOUR AND CHINESE EXCLUSION.

(By Archibald R. Colquhoun in the Morning Post.)

Whatever may be the verdict of the historian as to the outcome of the Russo-Japanese war there can be no doubt that the peace of Portsmouth marked a new epoch in the relations of two sections of the human race—the white and the yellow. Up to the time when Japanese troops had been sent to the front, the white man would not be in a position to dictate the terms of his intercourse with the yellow. With Japanese victories, however, and the subsequent awakening of China come minglings on this subject. What are these terms at present? It is not too much to say that, taken at their face value, they seem to entangle all ideas of international justice and morality. The Western nations claim access to China and to Japan; they have been clamouring for over half a century for the open door. They are looking more and more to the great reserve of human force in China and to the possibilities in their own countries and carry out great works which are bound to be expensive in human life. At the same time (with the exception of Great Britain) the Anglo-Saxon countries are closing their doors to the yellow man. The younger nations of Britain are quite at sea, although none in America contain in this respect any insular like the terms proposed to Chinese delegates to the Louisiana Exhibition and the treatment meted out to Chinese travellers of the better class, yet all have enacted laws which make the entrance of the yellow man of any class difficult, if not impossible.

The writer of this article has frequently insisted that the attempt to differentiate between Chinese and Japanese (international) intercourse can only be temporarily successful. Legislation to exclude the one yellow race must ultimately extend to the other. The arguments advanced against one are equally applicable to both, and the whole question tends to resolve itself into the problem of white and yellow. In order to appreciate this it is necessary to review briefly the arguments usually advanced in favour of excluding the Chinese (and consequently also the Japanese) from various countries.

As the first move of this kind took place on the Pacific Coast of America (only as late as 1882), it will turn to the American first. The Western States welcomed Chinese labour in their early days, and it was a valuable assistance to them in their pioneer work. Without it the rapid rise to fortune of the Pacific slope could not have been accomplished. The beginning of the anti-Chinese agitation can be traced to the San Francisco, under the auspices of a California and disreputable "tub-thumper," a more historical. Nominally a "trade union" movement, it soon became political, and having become involved in the tangled web of party politics in America there was little chance that Chinese labour would ever again be considered dispassionately. The exclusion of the Chinese labourer was demanded by the Chinese themselves, and accordingly a vivid picture was drawn of the moral obliquity of the yellow man and the degrading influence of his presence in a white community. Although this line has been largely discredited by the independent testimony of all white men who know anything of Chinese psychology, yet it still survives in some quarters, and therefore a few words on this subject may be useful.

The average Chinese—even the average immigrant—is a very fair specimen of humanity. He is educated (it is rare to find one who cannot read and write), accustomed to a civilized mode of life, has certain fine and even noble ideals, and is industrious and industrious. He is not an influence of his brought up he is liable to lose many of his native virtues, but his vices (with one exception) are emphatically those of the community in which he finds himself, while his virtues are his own. The existence of such a moral causer as Chinatown in San Francisco was due not to the wickedness of the white man but to the corruption of the white man's government. No people are more easily governed than the Chinese, but none are more capable of taking advantage of lax or corrupt officials. The statistics of crime show that the Chinese compare favourably with the Americans among whom they dwell, but not so among the Chinese. The incidence of violence are in Western America, where such crimes are deplorably frequent, there are few cases of a Chinese attacking a white man or woman. The Chinese Minister at Washington in a speech which was to the writer's knowledge not unfavourable to American missionaries in China, said that more than twenty-five years had passed since the first Chinese were killed in the United States, and that in no single case had punishment been meted out to the white man.

There is, of course, a strong moral argument against forming yellow communities within white ones. The number of Chinese who are likely to bring their wives is small, and miscegenation is as undesirable between white and black. This does not apply to contract labour for fixed periods, but the labour unions, especially in America, have set their faces against contract labour. They resent the fact that the Chinese refuse to enter into their unions, and they are not slow to retaliate on their own side. The crux of the exclusion of the yellow races is, therefore, found in the intensely protectionist spirit of the new democracies—for a similar argument is employed in Australia, Canada, and South Africa. This argument is assumed to be an economic one—"We are ruined by Chinese cheap labour," but in reality it may be taken out of the confused region of economics into the higher one of sociology. We must return to this point again, but in passing, it must be urged that it would be far wiser to abandon the "moral" argument altogether. Oriental travellers who have seen something of our own moral atmosphere, cannot but be shocked at the stigmas placed on their countrymen. We should be wise as well as more just if we looked at the question fairly and gave the true reason for our attitude.

The history of the American attitude to Chinese immigration follows a sharp upward curve after 1880. Restriction was followed by exclusion of "coolies," then by regulations as to the American-born Chinese and the re-entry of those who revisit China. The increasingly strict and vexatious interpretation of the Immigration Act culminated in the action taken at the time of the Louisiana Exhibition already referred to, and President Roosevelt declared that his country "could not afford to be short of its duty to the people of China."

The awakening national consciousness of China, stimulated by Japanese success, led to a retaliation upon American goods, which constituted, perhaps, the first really national

demonstration in China. The boycott had no official sanction, and was even actively opposed by Viceroy Yuan Shih-kai; but it was constantly carried through, not only in China but in Hongkong and Singapore, and as American trade was worth some twenty millions a year it has caused genuine solicitation. Cotton mills in North and South Carolina had to be shut down, and although the boycott is now in abeyance, pending negotiations between Peking and Washington, American trade, which expected such a large expansion after the Russo-Japanese war opened the door of the East, has received a serious check.

The second question of the education of Japanese in Californian schools is merely another sign of the increasing tension between white and yellow. Japanese immigration increased from 2,250 in 1898 to nearly 20,000 in 1903, and there is a strong suspicion that the men, of whom 99 per cent come in as "farmers," fulfil the immigration regulations through small payments to certain labor immigration agencies. It is also stated that the Chinese evade the law by obtaining illegal naturalization. A Federal judge has calculated that, if all the Chinese claiming naturalization were legally entitled to it, every Chinese woman in the country twenty years ago must have had about five hundred children. The situation is not only one of the ingenuity of the Chinese but of the corruptibility of the naturalization officials. Despite these evasions it cannot be seriously urged that the actual number of Asiatics constitutes a moral or economic danger in States which contain a strong white population. It is different, of course, in countries like British Columbia where the white settlers are still only a land.

It is interesting to note that out of some four and three-quarter millions of Chinese who have left their country for other continents in the last twenty-six years only four millions have returned. Making full allowance for considerable deaths, this shows a leakage to foreign countries of some four hundred thousand. The possibility of such leakage is therefore some excuse for the American attitude, but it is hard to reconcile Anglo-Saxon ideas of liberty and justice with the attempt made in 1892 to render unlawful residences by a Chinese in the United States a crime punishable by a year's imprisonment without trial by jury. Although this was disallowed, it is the view of a large section of the American public, and taken in conjunction with the attitude of the Western nations in forcing their way into China is a striking illustration of the divergence between orthodoxy and heterodoxy.

The main objection raised to yellow labour on economic grounds is that it lowers the standard of American white labour. All over the world the same phenomenon is to be observed, that the Asiatic can do work as well and even better than the white man, and because of his frugal habits can accept a lower wage. It is frequently asserted that it is the low standard of an inferior civilization which enables him to do this, but no one who has any real acquaintance with the Orient could accept this dictum without a gasp. What is the essential of a high grade of civilization? Certainly not a high rate of expenditure on material comforts. Who that knows the Chinese and still more the Japanese in their homes—homes where the annual family budget is perhaps only a few pounds—who has seen the grace and dignity with which they invest their small possessions, the elegance and self-control, the philosophy and artistry with which they are imbued, their attitude towards the family, the Unseen World and State—who that has seen all this can be prepared to say that the working classes of the West, with their frank materialism, are a superior type of civilization? We may well ask ourselves if we are not setting up a standard in this as in other matters, but even if this standard of expenditure is adopted a great deal of the agitation against yellow labour will be found to be unjustifiable. The old story that the Chinaman sends all the gold he earns out of the country is no means accurate. A proportion of his wages will always be sent home, and he will spend generously, and with all the business cunning he is neither a miser nor a curmudgeon, and will surround himself with the comforts and luxuries of the country he lives in.

If, therefore, we intend to take our stand on the economic argument let us not do so with hypocrisy. Let us frankly acknowledge, as the Australian Premier has done, that it is the many superior qualities of the yellow man which make it necessary for us to protect ourselves against his competition. In this, as in other ways, the younger democracies are frankly Protectionist, and the recognition of the principle of Protection is the only logical excuse for exclusion for the policy of Chinese exclusion.

## JAPAN'S MERCANTILE MARINE.

(BY THE "TIMES" TOKYO CORRESPONDENT.)

There has recently been so much talk of a newly conceived purpose on Japan's part to usurp the maritime carrying trade of the Far East that it is worth while to consider whether the records support such a scheme. The people of Japan have always been navigators. What checked their spirit of maritime enterprise was the Government's closed-door policy, resulting from suspicions of foreign territorial ambition disguised under the garb of religious propaganda. Thus the present condition of Japan's mercantile marine, though generally regarded as a consequence of that accident, is really a consequence of their national character. The Japanese themselves go back long ago. They accept the tradition that the founder of the Mikado's dynasty was a species of viking who, reaching Japan by sea, established his kingdom there; and they credit the annals which relate that before the close of the 10th century Korea had frequently been the scene of Japanese maritime enterprise. It is certain, too, that maritime intercourse existed with China, intercourse which seems to have originated in the mutual despatch of envoys. Some of these embassies assumed considerable proportions, the envoys' train being swelled by priests, students, soldiers, and tradesmen, so that their numbers reached as many as a thousand men, and carried over a hundred vessels had to be built for transport purposes. This was formed the great avenue by which the art, industries, and civilization of China reached Japan, and not only of China, but also of countries further west, for it is recorded that in the 9th century a Prince of the Mikado's Kingdom, in India, and in Burma.

History shows none the less that as shipwrights the Japanese were inferior to their continental neighbours, for when the Mongol Tartars attempted to invade Japan in the 13th century the invaders had no vessels capable of opposing the big war-junks of the enemy; they smothered the Mongol armada by dispatching a fleet of small sailing vessels, augmented by the aid of the Japanese, but the matter of ships they were much inferior. Out of that incident grew the first signal step of Japanese maritime progress, for their great victory inspired the people with a lust for over-sea enterprise, and war-ships—

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Hongkong, 29th November, 1906. [37]

and when, in 1874, Japan sent a punitive expedition to Formosa, the vessels of this company rendered invaluable service as transports. They did not suffice, however, and thirteen steamers had to be purchased by the Government, and with them it subsequently opened a service between Japan and Shanghai. But the undertaking hardly paid its way, and thus maritime enterprise seemed likely to languish, when, in a vigorous memorial to the Throne, the celebrated Okubo, speaking under the impulse of observations made in Europe, urged the essential necessity of encouraging navigation. A subsidy, equivalent to 100,000, was then given to the Mitsui Bishi 30 State-owned steamers were handed over to it, and presently the Treasury lent it a sum of nearly two millions sterling to buy up the ships and the goodwill of the Pacific Mail Company on the Yokohama-Shanghai line. These figures, very formidable in view of the state of Japan's finances at the time, furnish an index of her strong purpose to foster the growth of a maritime power. Then again came an impulse from war, in 1877 the despatch of troops to quell the Satsuma insurrection so greatly overtaxed available resources that 10 more steamers had to be purchased, and these too were subsequently handed to the Mitsui Bishi Company, whose vessels had done signal service on this occasion also. Thus in 1881 the Mitsui Bishi had 32 steam vessels aggregating 35,000 tons, whereas all other Japanese shipping companies possessed a total of only 27, displacing 6,500 tons.

We arrive now at an important though imperfectly understood chapter of maritime development. The year 1880 saw the Mitsui Bishi in full enjoyment of bountiful State aid, and of a monopoly which provoked some criticism. The year 1882 saw the birth of a strong rival equally patronized by the Treasury and, indeed, owing its inception to official impulse. Why had the Government set up a second son to combat the first-born, and why did it support both? Critics who had attacked the Cabinet for countenancing a monopoly, now denounced it for encouraging wasteful competition. The explanation was visible only to those behind the scenes. They saw that there had been forced upon the Government a conviction of Japan's widening sphere in the Far East, and a sense of incompetence to deal with menacing contingencies unless means of utilizing a powerful army over sea, especially in the direction of Korea, were available. The comparatively slow growth of the Mitsui Bishi's fleet did not satisfy the occasion, and so another company was called into existence—the Kyokko Unyu Kaisha (Union Transport Company)—with a capital of about a million sterling.

It thus appears that every chapter in the story of Japan's mercantile marine up to this time had been connected with political events: (Continued on page 5.)

It is not only war that is an appeal to violence. Peace is an appeal to violence. The order and decency of our streets, the ease of exchange, and the fulfilment of contracts all repose ultimately upon the readiness of the community to fight for them, either against something without or against something within. Every city is a city in arms.



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

## GOVERNMENT BILLS.

**TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS**, current in this Colony, in Exchange for Sterling Bills drawn at 10 days sight on the Lord Commissioners of His Majesty's Treasury, London, will be received by the Treasury Clerk Officer until 11 a.m., on MONDAY, the 4th February, 1907.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. T. CARTER, Lt.-Col., A.P.D., H.M. Treasury Clerk Officer, His Majesty's Treasury Office, Fitcher Street, Hongkong, 1st February, 1907. 321

## INSTITUTE OF ENGINEERS AND SHIPBUILDERS.

A SMOKING CONCERT will be held TO-MORROW (SATURDAY), Feb. 2nd, at 8 p.m.

Members are requested to apply for Tickets for themselves and friends to the SECRETARY.

No charge for admission.

C. J. TYNDAL-LEE, Secretary, Hongkong, 31st January, 1907. 318

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 1st February, 1907. 322

TO LET.

Two comfortable and well furnished Bedrooms with Board in a private family; Upper level; Charges Moderate. Apply by letter to— "G. H." Care of "Daily Press" Office. Hongkong, 1st February, 1907. 323

TO LET.

From 1st March, 1907.

NO. 3, CARNATION VILLAS, Kowloon.

Apply to— HEWAN & Co., No. 15, Connaught Road, West. Hongkong, 1st February, 1907. 324

TO LET.

IN AUSTIN AVENUE, Kowloon, Nos. 2, 7 & 12. From 1st March, 1907.

Apply to— Comptroller Department, E. D. SASSOON & Co. Hongkong, 1st February, 1907. 325

## PUBLIC AUCTION.

THE Undernamed have received instructions from the REGISTRAR, SUPREME COURT, to Sell by Public Auction, TO-MORROW (SATURDAY), the 2nd February, 1907, at 2:30 p.m., at the Occidental Hotel, 22nd Road, Kowloon, THE GOODS AND CHATTELS, comprising—

SUNDRY FURNITURE; Also

A Quantity of WINES and SPIRITS.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 1st February, 1907. 326

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

"HAINUN," Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 2nd Feb., at 3 p.m.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers. Hongkong, 31st January, 1907. 319

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to FRIENSA GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA," Captain Bilateral, will be despatched as above on or about SATURDAY, the 2nd March, p.m.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDEE, WIELEER & Co., Agents, Prince's Buildings, Hongkong, 1st February, 1907. 3

## AUCTION

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVOURED with instructions, will sell by PUBLIC AUCTION,

TO-MORROW (SATURDAY), the 2nd February, 1907, at 2:30 p.m., at his Sales Room, No. 8a, Queen's Rd. Central,

A Collection of very Old PEKING CURIOS.

On view Friday. Catalogue will be issued. Hongkong, 31st January, 1907. 313

## INTIMATIONS

HONGKONG GYMKHANA CLUB.

A MEETING of MEMBERS will be held at the Office of Messrs. Ginn, Livingston & Co., St. George's Building, TO-DAY (FRIDAY), 1st February, at 5 p.m.

Business.

TO DRAW up a PROGRAMME for the ensuing Season.

C. G. MACKIE, Hon. Sec. and Treasurer. Hongkong, 28th January, 1907. 298

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL TO-NIGHT (FRIDAY), the 1st February, at 8:30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 25th January, 1907. 274

## HARBOR OBSTRUCTION.

CENTRAL FAIRWAY.

A SUNKEN JUNK with Part of Sail Visible LIES CLOSE to the CRINA MERCHANTS B-N Co's Boat. She will be marked by Red Flag by day and Red Light at night.

CHARLES W. BECKWITH, Lieut. R.N., Harbour Master, &c. Harbour Department, Hongkong, 28th January, 1907. 303

## COLONIAL SECRETARY'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that FIELD FILING PRACTICE will be carried out as follows:

On FRIDAY, the 1st February:— From Pine Apple Pass in a North-Westerly direction against slopes of Taimoshan.

On MONDAYS, the 4th & 11th February:— From Giandrinker's Bay in an Easterly direction against Saunggler's Ridge.

On FRIDAY and WEDNESDAY, the 8th and 13th February:— From Giandrinker's Bay in a North-Westerly direction against lower slopes of Taimoshan.

The actual firing will probably continue between 12 Noon and 3 p.m. or thereabout.

F. H. MAY, Colonial Secretary. Hongkong, 25th January, 1907. 297

## WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTER OFFICE, Fitcher Street, until 12 o'clock Noon, on FRIDAY, the 15th of February, 1907, for the Undermentioned Supplies and Services, for the period of 12 Months from 1st April, 1907:—

1. Meat.

2. Hospital Supplies and Medical Comforts.

3. General Supplies and Provisions.

4. Oil, Wick and Barrack Supplies.

5. Coal, Coke, Wood and Charcoal.

6. Barrack Services and Servicing.

7. Washing.

8. Transport Services (Supply of Launches, Junks, Coolies, etc.).

9. Forage.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Services Corps, between the hours of 10 a.m. and 4 p.m.

Tenders must be properly filled up, signed, and dated, and no Tender will be received unless delivered upon the proper form at the HEAD QUARTER OFFICE by 12 o'clock Noon on the above date, in a closed envelope marked "TENDER" on the outside.

The right to reject any or all Tenders is reserved.

HEAD QUARTERS OFFICES, Hongkong, 26th January, 1907. 277

## SITUATION WANTED.

B. YOUNG MAN, with a Good Knowledge of Accounts and General Office Work; can also speak the Cantonese Colloquial fluently. Outputs no objection. Best References. Apply by letter to— "REX." Care of "Daily Press" Office. Hongkong, 30th January, 1907. 306

## FOR SALE.

ONE HAMMOND TYPEWRITER with Ideal Keyboard, perfectly in order. Apply to— B. C. Care of "Daily Press" Office. Hongkong, 31st January, 1907. 315

## JUST ARRIVED.

JAPANESE PAPER LANTERN FOR ILLUMINATION.

Samples can be sent on application. T. ABARA WA, No. 18, Lyndhurst Terrace. Hongkong, 29th January, 1907. 296

## MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office. Hongkong, 26th January, 1907.

## NOTICES OF FIRMS

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

M. ENOS BETH has This Day been Appointed SECRETARY to the above Company.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 29th January, 1907. 304

## NOTICE.

THE Interest and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED on 31st December, 1906.

We have Admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS ONLY Partners in our Firm from This Date TAIT & Co. 138

## PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 4th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1906.

The Register of Shares of the Company will be CLOSED from WEDNESDAY, the 30th January, to MONDAY, the 4th February, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ltd., Agents for the Kowloon Land & Building Co., Ltd. Hongkong, 25th January, 1907. 278

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Central, on SATURDAY, 8th February, 1907, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1907, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 28th January, 1907. 290

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 12th February, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 21st January, 1907. 252

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CTRT HALL, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 29th January, 1907. 307

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 16th day of February, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 29th January, 1907. 308

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THE Undernamed, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. 114

## THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undernamed, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Agents. Hongkong, 13th August, 1906. 29

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS at 31st December, 1905 £17,837,118

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PAID-UP CAPITAL, 687,500 0 0

1. FINE FUNDS, 3,886,720 19 8

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SHEWAN, TOMES & CO., Agents. Hongkong, 11th July, 1906. 1349

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"GLENWOOD," 27, CAINE ROAD. Hongkong, 20th September 1905. 1251

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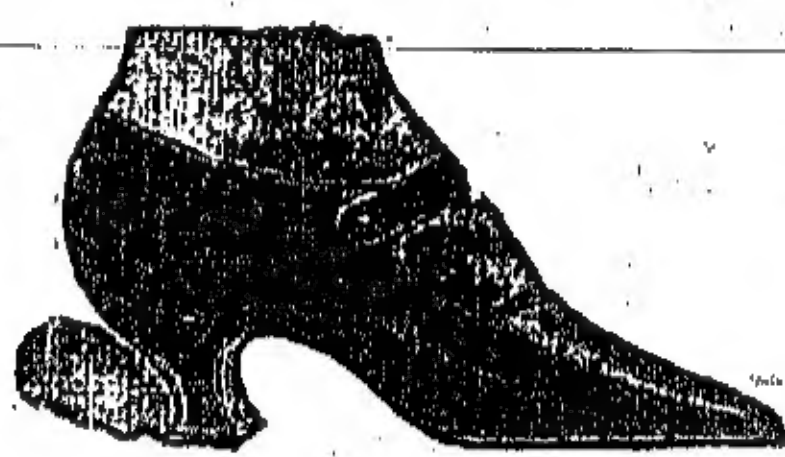
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Hongkong, 19th January, 1907. 39

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Care of Nippon Yusen Kaisha.  
Hongkong, 3rd January, 1907. [138]

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Hongkong, 4th January, 1907. [150]

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York Buildings.  
Hongkong, 22nd January, 1907. 254

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Hongkong, 29th January, 1907. 300

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Care of "Daily Press" Office.  
Hongkong, 21st January, 1907. 241

TO LET.

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COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [97]

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LEIGH & ORANGE,  
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Hongkong, 1st June, 1906. 94

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A HOUSE in RITON TERRACE, FLATS in MORTON TERRACE.  
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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1906. [91]

TO LET.

NOS. 1 and 3, ORMSBY VILLAS, GRANVILLE ROAD, Kowloon.  
Apply to—

SPANISH PROCURATION,  
Hongkong, 3rd January, 1907. [138]

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2 FOUR-ROOMED HOUSES at Praya East, near East Point.  
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JARDINE, MATHESON & CO.  
Hongkong, 3rd January, 1907. [187]

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2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—

TATA & CO.  
Hongkong, 24th December, 1906. 105

TO LET.

A HOUSE in KNITSFORD TERRACE, KOWLOON.  
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st August, 1906. [92]

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(SITTING IN WHOLE OR IN PART).

THE "GROVE," having 20 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.  
Well ventilated, with Electric Lights and Bells completed installed.  
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Hongkong, 19th July, 1906. [186]

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"GLENWOOD," CAINE ROAD, suitable for a Boarding House or Club.  
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LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 2nd November, 1906. [102]

TO LET ON LEASE.

FROM 1st JANUARY, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD, 1, 2, 3, 4 and 5 SUN WAI LANE.  
Apply to—

ARRATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 24th October, 1906. [101]

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.  
Apply to—

DEACON, LOOKER & DEACON,  
Hongkong, 5th December, 1906. [104]

TO LET.

THE PREMISES known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co's Engineering Works. Possession, 1st February, 1907.  
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 5th January, 1907. [155]

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NO. 27, SEYMORE ROAD.  
4 New Houses in KENNEDY ROAD, near Wan Chai.  
No. 90 & 91 GODOWN PRAYA EAST.  
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Hongkong, 13th November, 1906. [103]

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No. 6, EAST AVENUE, Kowloon, Four-Roomed House. Possession from 1st February.  
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Hongkong, 18th December, 1906. [117]

TO LET.

NO. 1, WEST END TERRACE, Shamoon, Canton.  
Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 11th December, 1906. [91]

## JAPAN'S MERCANTILE MARINE

(Continued from page 3.)

the sequence of impulses being the Mongol invasion, the adoption of the policy of isolation, the reopening of the country, the Formosan expedition, the Satusan insurrection, and the Korean outlook.

The year 1885 brought a temporary settlement of the Korean problem, and the pressure of foreign affairs being thus relieved, the wasteful competition of the two steamship companies came into increased prominence. At official suggestion they were amalgamated into the Nippon Yusen Kaisha (Japan Mail Company) with a capital of £1,100,000, on which the Treasury guaranteed interest at the rate of 8 per cent. This company thus became, and still remains, the premier maritime transport enterprise in Japan, the second in point of importance being the Osaka Shosen Kaisha, organized in 1885 with a fleet of 100 steamers displacing 10,000 tons. These small vessels plied chiefly along the coasts of the Island Sea, and had a subsidy of £7,000 for carrying mails. Statistics show that, whereas Japan possessed, in 1870, only 35 steamers displacing 15,498 tons with 11 sailing vessels—Western model—of 2,454 tons, the corresponding figures in 1892 were 382 ships and 122,300 tons for steamers and 780 ships and 46,963 tons for sailing vessels. Nevertheless, satisfactory as this development seemed, one feature caused much comment. In 1889 the tonnage of vessels engaged in the carriage of the country's foreign trade stood at 2,075,693 tons, and in 1892 it had risen to 2,493,745 tons, yet in each year the share carried in Japanese bottoms did not exceed 13 per cent of the whole. The nation, observing this, began to call for the extension of navigation to foreign waters, and the Cabinet responding to the call, asked the Diet to sanction a Bill for encouraging maritime enterprise. Those, however, were the days when anything emanating from the Government encountered vehement opposition at the hands of party politicians. The Diet rejected the Bill, and although in 1893 the Nippon Yusen Kaisha opened a service to Bombay in connection with the then rapidly developing cotton spinning industry of Japan, the Ministry found itself unable to set upon a suggestion of the Tokyo Chamber of Commerce that this service should be subsidized. Some new impulse was needed, and it came, as usual in the field of foreign politics—the war with China in 1894-5. For the purpose of that war Japan had to send and maintain 200,000 men beyond the seas, and the country's mercantile marine being unable to meet the occasion, a number of vessels were purchased or chartered. Thus at the end of the war the mercantile marine had risen to 839 steamers displacing 373,583 tons and 544 sailing vessels of 44,000 tons. The Government now (1896) having the nation at its back, adopted a bold policy. It sought and obtained the Diet's consent to an extensive measure for encouraging shipbuilding and navigation. Thus while, on the one hand, business men were wondering how employment would be found for the greatly and suddenly increased tonnage under the Japanese flag, on the other, the Administration at the Legislature, guided by considerations of national policy, were taking steps to promote still further increase. Events proved that the country's statesmen had gauged the situation accurately. Not only did the segment of mercantile marine find plenty of work, but also the national flag was carried extensively into foreign waters. The Nippon Yusen Kaisha doubled its capital and opened services to Europe, America, and Australia, while a new company (the Toyo Kisen Kaisha), coming into existence with a capital of £1,000,000, established a service to San Francisco.

Under the influence of the encouragement laws of 1896 the merchant fleet increased rapidly. In 1897 it received an addition of 133 ships (65,000 tons); in 1898 an addition of 100 ships (30,000 tons); and by 1902 the total addition during the first six years of the law's operation had been 835 ships displacing 455,000 tons. The Government had estimated that these laws would involve an outlay of £250,000 annually, but the payments under these provisions reached £500,000. Moreover, it was found that the law did not confine to the establishment of regular services, and amendments were consequently introduced with that aim, their immediate result being the opening of lines to North China, to the Yangtze River, and to Vladivostok. Shipbuilding also progressed rapidly. Thus, whereas in 1870 Japanese shipwrights launched only two steamers aggregating 57 tons, 30 years later they completed 57 tons, and 183 sailing vessels totalling 24,000 tons in round numbers, while in 1902 they built 47,000 tons, and they are now able to undertake steamers of from 7,000 to 10,000 tons. There are no fewer than 185 private building yards and 19 docks in the country to-day.

It may well be supposed that the effect produced by the war with Russia corresponded with, but greatly exceeded, the effect produced by similar events in the past. Speaking broadly, a million men had to be carried to Manchuria, Korea, and Sakhalin, and had to be kept supplied with provisions and munitions of war during an interval of over two years. All the available tonnage in the country's possession did not suffice for such a task. Vessels that were purchased or chartered, and those that remained in Japanese possession after the restoration of peace, together with those captured as prizes, brought the mercantile marine to over a million tons. The following table shows the development by decades—

TONNAGE (GROSS) OF JAPAN'S MERCANTILE MARINE.	Tons.
1870	17,592
1880	63,698
1890	157,355
1900	346,632
1906 (end of June)	1,309,579

Meanwhile these ships had been gradually winning a larger part in the carriage of the country's foreign trade. The trade itself had increased signally. Thus, whereas in 1870, 10 million tons of shipping sufficed to carry it in 1892, a tonnage of 27 millions was required in 1903, which year may be conveniently taken for purposes of comparison, inasmuch as the abnormal conditions produced by the war with Russia had not yet been developed. But, rapid as was the growth of the trade, its ratio of increase did not by any means equal that of Japan's share in carrying it. In 1901 her vessels carried only 2 per cent of the imports (by value) and 12 per cent of the exports, whereas in 1903 they carried 40 per cent of the imports and 34 per cent of the exports.

These changing conditions did not immediately make themselves manifest to foreign shipowners, because the constantly increasing volume of the trade furnished a compensating

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influence, so that, though the portion of the work falling to the lot of alien flags became a far smaller fraction of the whole than it had once been, the number and tonnage of the foreign vessels employed were larger than ever. Of late, however, some perception of the broad fact has begun to be entertained, and certain obstacles, unacquainted with the history of the development, have been betrayed into an outcry about secret subsidies, and even about a deliberate attempt of Japan's part to oust British shipping. It is foolish to speak of secret subsidies. Such things are out of the question in a constitutionally governed country, and as for the Japanese attempt to oust British shipping, it is true only in so far as all maritime competition must seem to be directed against England, because of the enormous preponderance of her mercantile marine in every part of the world. The fact is, however, that what makes itself perceptible now for the first time to superficial observers has in reality been going on for many years, and in all human probability will continue for many years hereafter, growing more perceptible all the time. It is perhaps in the trade with China's ports that Japan will find her chief field of development in the near future, for her share of the maritime carrying business in that part of the world grew from 2 per cent in 1893 to over 13 per cent in 1903. Germany is here her immediate competitor, the figures for the two flags being nearly equal.

The growth of the personnel of Japan's mercantile marine has not been less noteworthy, as the following figures show—

Japanes.	Foreign.	Totals.
Nationality.	Nationality.	
1876	4	74
1895	4,125	4,968
1899	13,936	392
1904	16,886	349
		17,235

Of licensed pilots there were 15 foreigners and one Japanese in 1876, whereas there are now 11 Japanese and 17 foreigners; and, while ordinary seamen totalled 38,517 in 1900, their number was 202,710 in 1904.

The regular services now maintained by Japanese steamers between Japan and foreign ports are:

European Line of the Nippon Yusen Kaisha, from Yokohama to London.  
American Line of the Nippon Yusen Kaisha, from Yokohama to San Francisco.  
San Francisco Line of the Toyo Kisen Kaisha from Yokohama and Hongkong to San Francisco.  
Australasian Line of the Nippon Yusen Kaisha, from Yokohama to Brisbane and Sydney.  
Bombay Line of the Nippon Yusen Kaisha, from Yokohama to Bombay.  
Shanghai-Hankow Line of the Osaka Shosen Kaisha.  
Hankow-Tientsin Line of the Osaka Shosen Kaisha.  
Shanghai-Szechow Line of the Daiichi Kisen Kaisha.  
Shanghai-Hangchow Line of the Daiichi Kisen Kaisha.  
Yokohama-Shanghai Line of the Nippon Yusen Kaisha.  
Kobe-North-China Line of the Nippon Yusen Kaisha.  
Kobe-Korea-North-China Line of the Nippon Yusen Kaisha.  
Kobe-Vladivostok Line of the Nippon Yusen Kaisha.  
Hankow-Haigaitau Line of the Honan Kaisha.

South American Line of the Toyo Kisen Kaisha, between Yokohama and South America. It need scarcely be added that there are also many services connected with the coastwise trade of the Japanese islands, including Formosa and Yezo.

A general review of these facts shows that the remarkable development of Japan's mercantile marine in modern times cannot be regarded as altogether a normal feature of commercial expansion. It has been largely connected with international politics, and it owes much to State assistance. On the other hand, the most important element in its construction, personnel, may be said to have been always available, nor was there any lack of individual enterprise. As to the latter, indeed, it will not be an exaggeration to say that at no epoch have the Japanese been more resolutely bent on winning for their country's flag a high place among the merchant fleets of the world than they are at present. China, their huge neighbour, presents a strange contrast, for, while the Rising Sun sails over seas carrying on 16,000,000 passengers, not a solitary steamer bears the Dragon standard to foreign waters.

## UNABLE TO EAT.

Dundee Lady tells of Loss of Appetite, followed by Pain, Wind, Headache, and Dizziness.

BUT MOTHER SEIGEL'S SYRUP CURED HER AND KEEPS HER WELL.

Loss of appetite is one of Nature's surest signs that there is something wrong with the digestive system, and if the warning were heeded, and a short course of Mother Seigel's Syrup taken, much suffering would be avoided. Without food you cannot live; it is the material from which life and strength are built up. Any failure in the supply of nourishment must lower your vitality and weaken your whole body, brain, bone and muscle. Anything may then happen; for a weakened system is an easy prey to the ever-present germs of disease. In the following testimonial, Mrs. Annie Smith, 149, Nethergate, Dundee, tells what loss of appetite led to in her case. Writing on April 25th, 1906, she says—

"My illness came on with loss of appetite. Then I began to have pain at the chest, and when I forced myself to eat, as of course I had to do, I suffered terribly. I had dreadful headaches, and was a perfect martyr to wind, with frequent flat attacks; and sometimes I went off in a dead faint."

COULD HARDLY SUPPORT HER OWN WEIGHT.  
"This went on month after month, and I became so thin and weak that I could hardly support my own weight. I had been suffering for quite a year when, on my doctor's advice, I went to Glasgow for a change. Living with some friends there I was persuaded to try Mother Seigel's Syrup, and this so revived me that, on my return I left off the doctor's medicine, and continued with the Syrup. After taking one bottle I got a second; but I never finished that for I felt and really found that I was cured. I have never suffered in the same way since, though some years have passed; but I always take a dose of Mother Seigel's Syrup now and then. I think your medicine should be in every home."

Every possible form of indigestion yields to Mother Seigel's Syrup. It acts directly on the organs affected, and by restoring them to natural activity, ensures perfect vigorous health.

## GOVERNMENT AND MUNICIPAL PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.  
WRITE to us at once for our Year Book giving full particulars.

## WHAT ARE PREMIUM BONDS?

They are high-class and absolutely SAFE SECURITIES, payable to Bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either with CASH PRIZES varying from £50 to £10,000, or, at the very least, at their full nominal value.

## OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.  
Lists of drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & Co.  
PREMIUM BOND DEALERS.

3, RUE DE LA BOURSE,  
PARIS (France). 153

## Hall's Coca Wine For Perfect Health

That perpetual feeling of lassitude has a meaning. Your vitality is at a low ebb. Your health is in danger. Take Hall's Coca Wine and renew your health and vitality.

Hall's  
Coca  
Wine.

## Hall's Coca Wine

will give you the energy of life—the feeling of perfect health. It will renew your wasted tissues, and will stimulate your whole system into healthy activity. Your chemist or store can supply this splendid English restorative, in large or small bottles. Look for the red Keystone trade-mark.

Hall's Coca Wine is the most marvelous tonic restorative known to medical science—pure, potent, palatable.

BETTER THAN COPAIBA  
**MATICO**  
GRIMAUDT & CHEMISTS, PARIS  
Recovered Physicians prescribe Grimaudt's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Caplets, which contain do not cause eruptions on the skin or produce nausea.

CURE FOR ASTHMA  
**GRIMAUDT'S INDIAN CIGARETTES**  
For Asthmatic people who suffer from oppression in breathing, HOARSENESS, and BRONCHITIS, INFLUENZA, and DIFFICULTY IN EXPIRATION.  
Grimaudt's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.  
GRIMAUDT & Co., PARIS  
Sold by all Chemists.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.  
CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	664 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	34 "

DOCK No. 1.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	50 "
Width of Entrance on Bottom	7 "
Water on Blocks at Spring Tide	61 "

DOCK No. 2.	
Extreme Length	571 feet.
Length on Blocks	561 "
Width of Entrance on Top	55 "
Width of Entrance on Bottom	58 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.  
Suitable for vessels up to 1,000 TONS.  
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.  
A LARGE STOCK of MATERIAL is always kept on hand.  
THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P., specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

## IMPROVES THE GENERAL HEALTH.

Hall's Coca Wine is generally prescribed as a nerve and blood enricher. It should have its place in every medicine chest, because it is an absolutely dependable preparation, of standard strength—because it is the safest, surest, purest preparation intended to tone and steady the nerves by a real and thorough improvement of the general health. Medical men everywhere endorse the use of Hall's Coca Wine where a restorative tonic is needed.

71-7

## PRINTING AND BOOKBINDING

OF ALL DESCRIPTIONS  
BUSINESS CIRCULARS, COMPANY PROSPECTUSES, COMPANY REPORTS & BALANCE SHEETS, BILLS OF LADING, FIRE & MARINE INSURANCE FORMS, STOREKEEPERS' PRICE LISTS, COMMERCIAL COPIES, COMMERCIAL REPORTS, COMMERCIAL FORMS OF ANY KIND, ALSO MENU CARDS, VISITING CARDS, INVITATION CARDS, &c.

## LEDGERS &amp; ACCOUNT BOOKS

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## PERIODICALS BOUND AND BOOKS OF ALL KINDS RE-BOUND IN THE BEST MATERIALS.

Estimates furnished on Application to the Printing Department "HONGKONG DAILY PRESS" Office

## THE "DAILY PRESS."

## ILLUSTRATED

## TYPHOON

## PAMPHLET

CONTAINING a FULL ACCOUNT of the TYPHOON of September 18th, 1906, Illustrated by 20 PHOTOGRAPHIC VIEWS.  
PRICE 50 CENTS CASH.  
Copies may be obtained from the Daily Press Office or from the Local Booksellers.  
Hongkong, 28th November 1906. [2



## SHIPPING.

**ARRIVALS.**  
BORNEO, British str., 29th Jan. G. W. Gordon, R.M.S., 31st Jan.—Yokohama 15th Jan.  
General—P. & O. S. N. Co.  
HANGSAI, British str., 15th Jan. Spencer Wilde, 31st Jan.—Shanghai 27th Jan., General—Jardine, Matheson & Co.  
OPLAND, Norwegian str., 8th Jan. T. W. Schlytler, 31st Jan.—Wakamatsu 25th Jan., Coal—Order.  
SUNGKIAN, British str., 28th Jan. G. H. Pennefather, 30th Jan.—Cebu and Iloilo 26th Jan., Sugar—Butterfield & Swire.

**CLEARANCES.**  
At the Harbour Master's Office.  
Jan. 31st.  
HANGSAI, British str., for Canton.  
HANGSAI, German str., for Saigon.  
OPLAND, Norwegian str., for Canton.  
Phuon, French str., for Saigon.  
Phuon, French str., for Hoihow.  
Hiberton, British str., for Brand.  
Sophie Rickmers, German str., for Saigon.  
Sulberg, German str., for Saigon.  
Varg, Norwegian str., for Saigon.  
Yangmoo, Korean str., for Kuchino.

**DEPARTURES.**  
Jan. 31st.  
BORNEO, British str., for London.  
F. L. Norwegian str., for Saigon.  
HANGSAI, British str., for Saigon.  
H. v. French str., for Hoihow.  
JOHANN, German str., for Saigon.  
LOOSK, German str., for Bangkok.  
MACREY, German str., for Bangkok.  
MARCO POLO, Italian str., for Shanghai.  
MEROO, Chinese str., for Saigon.  
PHEUNPHEN, British str., for Saigon.  
SANTA, German str., for Saigon.  
VICTORIA, Swedish str., for Saigon.

**SHIPPING REPORTS.**  
The British str. *Hangsaig* reports: Moderate N.E. gale.  
The British str. *Hangsaig* reports: Fresh northerly winds, cloudy misty weather and drizzling rain.

**VESSELS IN DOCK.** Jan. 31st.  
ABERDEEN DOCK—*Glenale*.  
KOWLOON DOCK—*Seragon*, *Monteagle*, *Fronte*, *Z. Y. de Aiden*, *Prins Waldemar*, *Kyushu*, *Empress of India*, *Lekin*, *Kaiyong*, *Emerald*, *Yingking*, *Shamui*.  
CHAMBERS DOCK—*Feng Fei*, *Nippon Maru*.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

Captain Veron, will be despatched for the above ports on or about MONDAY, 4th Feb. For Freight or Passage, apply to G. de CHAMPEAUX, Agent.  
Hongkong, 30th January, 1907. 2.

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

"SIKH" ... About 9th Feb.  
"MUNCASTER CASTLE" 12th Mar.  
"LOWTHER CASTLE" 21st Mar.  
\* This steamer has excellent saloon accommodation for First-class Passengers at Moderate Rates.  
For Freight and further information, apply to DODWELL & CO., LD., Agents.  
Hongkong, 28th January, 1907. 757

## NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Balotino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LYBANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"CAPRI".  
Captain Belato, will be despatched as above on MONDAY, 11th Feb., at Noon. At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.  
Hongkong, 31st January, 1907. 4

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLAMORGANSHIRE".  
Will be despatched for the above ports on or about the 26th February.  
For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 18th January, 1907. 230

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EASTERN".  
Captain McArthur, will be despatched as above on SATURDAY, 2nd March, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 29th January, 1907. 301

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "h.w." together with the number denoting the section.

## Sections.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON & ANTWERP.	GLAMORGANSHIRE	Brit. str.	—	Maguen	SHEWAN, TOMES & CO.	About 20th inst.
MARSEILLES &c. VIA PORTS OF CALL.	OCEANIAN	French str.	—	Winnenberg	MESSAGERIES MARITIMES	On 5th inst., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG.	SLAVONIA	Ger. str.	k.w.	G. Rolte	HAMBURG-AMERIKA LINIE	On 13th Mar.
BREMEN, VIA PORTS OF CALL.	GNISENAU	Ger. str.	—	Muller	MELCHERS & CO.	On 15th inst., at Noon.
HAMBURG VIA PORTS.	SAMBIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 10th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Bahl	HAMBURG-AMERIKA LINIE	On 22nd inst.
MARSEILLES, HAVRE, CHAGRE & BALTIC PORTS.	BRASILIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 24th Mar.
NAPLES, LISBON, HAYRE & HAMBURG.	KIVA	Dan. str.	—	Bilfinger	MELCHERS & CO.	About 17th inst.
NAPLES, PLYMOUTH, HAYRE & HAMBURG.	SILESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 8th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 20th Mar.
NEW YORK.	HAMBURG	Aust. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 5th April.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SIKH	Brit. str.	2 m.	—	SANDER, WITTE & CO.	About 2nd Mar.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	EMPEROR OF INDIA	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 3rd inst.
SOUTH AMERICAN PORTS VIA JAPAN.	AMERICAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 14th inst., at 4 P.M.
SAN FRANCISCO VIA PORTS.	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LTD.	On 20th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	KASATO MARU	Jap. str.	—	W. C. T. S. Filmer	TOTO KISEN KAISHA	In April.
AUSTRALIAN PORTS VIA PORT DARWIN.	DAKOTA	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 25th inst.
YOKOHAMA & KOBE.	MANILA	Ger. str.	—	—	MELCHERS & CO.	To-morrow, at Noon.
YOKOHAMA & KOBE.	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	EASTERN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 2nd Mar., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	THANQUEBAR	Dan. str.	—	C. Lindbergh	MELCHERS & CO.	About 16th inst.
SHANGHAI, KOBE & YOKOHAMA.	PRINSEN	Brit. str.	1 m.	G. W. Cockmar, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI.	PALMA	Brit. str.	—	Verron	P. & O. S. N. Co.	To-day.
SHANGHAI, KOBE & YOKOHAMA.	AUSTRALIAN	Brit. str.	—	—	MESSAGERIES MARITIMES	About 3rd inst.
SHANGHAI.	HANGSANG	Brit. str.	k.w.	Spencer Wilde	JARDINE, MATHESON & CO.	About 4th inst.
SHANGHAI.	SCANDIA	Ger. str.	—	V. Dohren	HAMBURG-AMERIKA LINIE	On 5th inst., Daylight.
SHANGHAI.	DEHIA	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 5th inst.
SHANGHAI.	YOKOHAMA	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 9th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	HELLAS	Ger. str.	k.w.	F. W. Northcombe	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI & SHANGHAI.	SHANGHAI	Brit. str.	1 m.	I. Sakurai	OSAKA SHOSHIN KAISHA	To-morrow, at 4 P.M.
TAMSUH VIA SWATOW & AMOY.	MASAN MARU	Jap. str.	—	G. Ito	OSAKA SHOSHIN KAISHA	On 3rd inst., Daylight.
ANPING VIA SWATOW & AMOY.	FUKUSU MARU	Jap. str.	—	A. J. Robson	DOUGLAS LARSEN & CO.	On 6th inst., Daylight.
SWATOW.	HAIMUN	Brit. str.	2 h.	E. Mooney	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA.	YUENANG	Brit. str.	—	E. Ridger	SHEWAN, TOMES & CO.	To-morrow, at Noon.
MANILA.	ZAFIRO	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
MANILA.	TEAN	Brit. str.	1 m.	Sommerville	SHEWAN, TOMES & CO.	On 9th inst., at Noon.
MANILA.	KUBI	Brit. str.	—	J. Robinson	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
CEBU & ILOILO.	EUROPEAN	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SINGAPORE & BANGALANG.	MORANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 6th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA.	NAMANG	Brit. str.	—	Belato	CARLOWITZ & CO.	On 11th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG.	CAPRI	Ital. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAVA PORTS.	TJILIWONG	Dut. str.	—	—	—	—

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 2nd Feb., Noon.
RUBL	2540	E. Almond	Manila.	On 9th Feb., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 28th January, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.  
Hongkong, 13th November, 1906. 16

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SINGAPORE & SAMARANG ... "KOPSAK" ... Friday, 1st Feb., 3 P.M.  
"MANILA" ... Friday, 1st Feb., 4 P.M.  
"SHANGHAI" ... Wednesday, 6th Feb., daylight.  
"SINGAPORE, PENANG & CALCUTTA" "NAMSANG" ... Wednesday, 6th Feb., 3 P.M.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, (via Chingwantao) and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. 18

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

YOKOHAMA AND KOBE ... "TRANQUEBAR" ... About 10th Feb.

MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS ... "KINA" ... About 17th Feb.

For Further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 16th January, 1907. 9

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 5th February.
TREMONT	9,604	T. W. Gerlick	On 26th February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.  
HONGKONG, 5th January, 1907. 17

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "REHENIA", "HABSBURG" and "HOHENSTAUFEN". These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Reduced tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS:

OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 5th February  
HABSBURG ... 3rd March  
REHENIA ... 2nd April  
HOHENSTAUFEN ... 30th April  
SILESIA ... 31st May  
SCANDIA ... 30th June

HOMeward. FOR THE STRAITS COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

\* SILESIA ... 8th February  
\* SCANDIA ... 22nd March  
HABSBURG ... 5th April  
REHENIA ... 17th May  
HOHENSTAUFEN ... 14th June  
\* Call at LISBON.

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 5th February  
HELLAS ... FOR SHANGHAI, KOBE & YOKOHAMA ... 10th February  
BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th February  
LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 28th February  
HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ADEN, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" FREIGHT SERVICE to Arabian and Persian Gulf Ports.

\* SILESIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 8th February  
SAMBIA ... FOR HAMBURG VIA PORTS ... 10th February  
SAXONIA ... FOR HAVRE & HAMBURG ... 22nd February  
SLAVONIA ... FOR MARSEILLES, HAVRE & HAMBURG ... 18th March  
\* SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 20th March  
BRASILIA ... FOR HAVRE & HAMBURG ... 24th March  
\* HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

"OCEANIAN".

Captain Magnen, will be despatched for MARSEILLES, on TUESDAY, the 5th February, at 1 P.M.

This Steamer connects at Colombo with the Australian line ss. "Nora" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
S.S. "TOURNAI" ... 19th Feb.  
S.S. "TONKIN" ... 5th Mar.

G. de CHAMPEAUX, Agent.  
Hongkong, 23rd January, 1907. 2

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA".

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from Hongkong on SATURDAY, the 9th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "MONGOLIA", 9,800 tons, from Colombo.

Passengers' accommodation in which vessel secured before departure from Hongkong.

Silk and Valuable all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA", due in London on 23rd March, 1907.

Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 28th January, 1907. 1

## ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM HONGKONG TO SAN FRANCISCO via KOBE & YOKOHAMA.

The Steamship

"DAKOTA" ... About 25th February

For Freight and Further Particulars, Apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd January, 1907. 253

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, Callao and Iquique via JAPAN PORTS.

Steamer Tons To Sail.

"KASATO MARU" 8,000 In April, 1907. Capt. W. C. T. FILMER.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried aboard.

For further information, apply to K. MATSUDA, Manager, York Building, Hongkong, 28th December, 1906. 110

## Cutler, Palmer &amp; Co.'s

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